

NOTIFICATION OF ADDENDUM

ADDENDUM NO. 2

DATED 11/09/2004

Control	1281-01-015, ETC.
Project	STP 2004(795)
Highway	FM 1110, ETC.
County	EL PASO

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum by entering the date, which appears at the top of this letter on the Addendum Acknowledgement Form, contained in your bid proposal.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

04/99

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: STP 2004(795)

CONTROL: 1281-01-015

COUNTY: EL PASO

LETTING: 11/10/2004

REFERENCE NO: 1108

PROPOSAL ADDENDUMS

___ PROPOSAL COVER

X BID INSERTS (SH. NO.: 1 & 2 OF 7)

X GENERAL NOTES (SH. NO.: "A" & "F" THRU "V")

___ SPEC LIST (SH. NO.:)

___ SPECIAL PROVISIONS:

ADDED:

DELETED:

___ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: SEE CHANGES BELOW.

DESCRIPTION OF ABOVE CHANGES

(INCLUDING PLANS SHEET CHANGES)

PROPOSAL:

BID INSERTS -

REPLACED BID ITEM 260-0502 WITH BID ITEM 260-0507.

REVISED QUANTITY FOR BID ITEM 305-0518. (REMOVED BID ITEM 305-0518 FROM
CSJ 0001-03-052.)

GENERAL NOTES -

ON SPEC DATA SHT. "A", ON TABLE 2 "BASIS OF ESTIMATE" CHANGED DESCRIPTION
FOR ITEM 314.

ON SPEC DATA SHT. "F", UNDER ITEM 260, ADDED NOTE REGARDING "ALL LIME
APPLICATIONS...". UNDER ITEM 305, REVISED NOTE REGARDING RAP MATERIAL.

ON SPEC DATA SHT. "G", UNDER ITEM 354, REVISED ALL NOTES.

ON SPEC DATA SHTS. "H" THRU "V", TEXT SHIFTED FROM PAGE TO PAGE.

DESCRIPTION OF ABOVE CHANGES

(CONTINUED)

(INCLUDING PLANS SHEET CHANGES)

PLANS:

PLAN SHEET 2 (GENERAL NOTES) -
ON SPEC DATA SHT. "A", ON TABLE 2 "BASIS OF ESTIMATE" CHANGED DESCRIPTION
FOR ITEM 314.

PLAN SHEET 2B (GENERAL NOTES) -
ON SPEC DATA SHT. "F", UNDER ITEM 260, ADDED NOTE REGARDING "ALL LIME
APPLICATIONS...". UNDER ITEM 305, REVISED NOTE REGARDING RAP MATERIAL.

PLAN SHEET 2C (GENERAL NOTES) -
ON SPEC DATA SHT. "G", UNDER ITEM 354, REVISED ALL NOTES.

PLAN SHEETS 2C THRU 2J (GENERAL NOTES) -
TEXT SHIFTED FROM PAGE TO PAGE.

PLAN SHEETS 3 & 3B (E & Q SHEETS) -
REPLACED BID ITEM 260-0502 WITH BID ITEM 260-0507.
REVISED QUANTITY FOR BID ITEM 305-0518. (REMOVED BID ITEM 305-0518 FROM
CSJ 0001-03-052.)

PLAN SHEET 4 (SUMMARY OF ROADWAY, SW3P, TRF. CONTR. & DEMOL. QUANTS.) -
REPLACED BID ITEM 260-0502 WITH BID ITEM 260-0507 AND ADDED DOUBLE
ASTERISK (**) NOTE.

PLAN SHEET 6 (SUMMARY OF ROADWAY, SW3P, PAVE. MRK. & TRF. CONTR. QUANT.) -
DELETED BID ITEM 305-0518.

PLAN SHEET 9 (TYPICAL SECTIONS) - ADDED NOTE 2 ON RIGHT-HAND SIDE OF SHT.

PLAN SHT. 12 (TYPICAL SECTIONS) - ADDED NOTE 3 ON RIGHT-HAND SIDE OF SHT.

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	104	0501		REMOV CONC (PAV) DOLLARS and CENTS	SY	26,935.000	1
	104	0509		REMOV CONC (SDWLK) DOLLARS and CENTS	SY	1,656.000	2
	104	0513		REMOV CONC (CURB & GUTTER) DOLLARS and CENTS	LF	174.000	3
	104	0514		REMOV CONC (CURB) DOLLARS and CENTS	LF	2,090.000	4
	105	0504		RMV STB BS AND/OR ASH PAV (CL 2)VAR DEP DOLLARS and CENTS	SY	35,111.000	5
	110	0501		EXCAVATION (RDWY) DOLLARS and CENTS	CY	5,046.000	6
	110	0503		EXCAVATION (SPECIAL) DOLLARS and CENTS	CY	1,122.000	7
	132	0503		EMBANK (DENS CONT)(TY A)(CL 3) DOLLARS and CENTS	CY	4,679.000	8
	150	0503		BLADING DOLLARS and CENTS	HR	24.000	9
	260	0505	001	LIME TREAT SUBGR (DC)(6 ") DOLLARS and CENTS	SY	61,667.000	10

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	260	0507	001	LIME (TY A)(SLURRY) DOLLARS CENTS and	TON	874.120	11
	305	0518		SALV, HAUL & STKPL RCLM PAV (VAR DPTH) DOLLARS CENTS and	SY	40,651.000	12
	314	0513		EMULS ASPH (CSS-1H)(FOG SEAL) DOLLARS CENTS and	GAL	8,619.000	13
	314	0517		EMULS ASPH (CSS-1H)(PRIME) DOLLARS CENTS and	GAL	12,652.980	14
	354	0510		PLANE ASPH CONC PAV (0" TO 2.5") DOLLARS CENTS and	SY	43,095.000	15
	354	0529		PLANE ASPH CONC PAV (0" TO 2") DOLLARS CENTS and	SY	1,807.000	16
	432	0501		RIPRAP (CONC)(CL B) DOLLARS CENTS and	CY	2.000	17
	480	0501		CLEAN EXIST CULVS DOLLARS CENTS and	EA	2.000	18
	500	0501		MOBILIZATION DOLLARS CENTS and	LS	1.000	19
	502	0501	027	BARRICADES, SIGNS AND TRAF HANDLE DOLLARS CENTS and	MO	13.000	20
	529	0532		CONC CURB & GUTTER (TY II) DOLLARS CENTS and	LF	1,201.000	21

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	529	0533		CONC CURB (TY II) DOLLARS and CENTS	LF	40.000	22
	529	0600		CONC CURB AND GUTTER (TY II)(VARI HT) DOLLARS and CENTS	LF	495.000	23
	531	0502	018	CONCRETE SIDEWALKS DOLLARS and CENTS	SY	2,177.000	24
	540	0501	024	MTL BEAM GD FEN (12 GA) DOLLARS and CENTS	LF	300.000	25
	540	0505	024	TERM ANCHOR SECT (12 GA) DOLLARS and CENTS	EA	1.000	26
	618	0511		CONDUIT (PVC)(SCHD 40)(2 ") DOLLARS and CENTS	LF	1,015.000	27
	624	0501		GROUND BOX TY A (122311) W/APRON DOLLARS and CENTS	EA	12.000	28
	644	0614		SM RD SGN ASSM TY 10BWG(1)SA(P) DOLLARS and CENTS	EA	82.000	29
	644	0617		SM RD SGN ASSM TY 10BWG(1)SA(T-2EXT) DOLLARS and CENTS	EA	4.000	30
	644	0618		SM RD SGN ASSM TY 10BWG(1)SA(T) DOLLARS and CENTS	EA	17.000	31
	644	0633		SM RD SGN ASSM TY S80(1)SA(T-2EXT) DOLLARS and CENTS	EA	2.000	32

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	644	0636		SM RD SGN ASSM TY S80(1)SA(U-1EXT) DOLLARS and CENTS	EA	1.000	33
	644	0637		SM RD SGN ASSM TY S80(1)SA(U-2EXT) DOLLARS and CENTS	EA	2.000	34
	649	0502		REMOV SMALL RDS SGN ASSMS DOLLARS and CENTS	EA	110.000	35
	658	0544		DEL ASM TY A (D-DY) POST MNT DOLLARS and CENTS	EA	4.000	36
	658	0569		OBJ MRK ASM TY 2 FLEX (OM-2VP) (5.5') DOLLARS and CENTS	EA	11.000	37
	658	0578		OBJ MRK ASM TY 3 (OM-3L) DOLLARS and CENTS	EA	8.000	38
	658	0579		OBJ MRK ASM TY 3 (OM-3R) DOLLARS and CENTS	EA	8.000	39
	659	0501		REMOV DELIN & OBJECT MARKER ASSMS DOLLARS and CENTS	EA	29.000	40
	662	0501	007	WRK ZN PAV MRK REMOV (W) (4") (SLD) DOLLARS and CENTS	LF	9,940.000	41
	662	0523	007	WRK ZN PAV MRK REMOV (Y) (4") (SLD) DOLLARS and CENTS	LF	9,940.000	42
	662	0569	007	WRK ZN PAV MRK NON-REMOV (Y) (4") (SLD) DOLLARS and CENTS	LF	9,940.000	43

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	662	0581	007	WRK ZN PAV MRK SH TRM (TAB) TY W DOLLARS and CENTS	EA	42.000	44
	662	0582	007	WRK ZN PAV MRK SH TRM (TAB) TY Y DOLLARS and CENTS	EA	778.000	45
	666	0501	043	REFL PAV MRK TY I (W) (4") (SLD) DOLLARS and CENTS	LF	40,551.000	46
	666	0502	043	REFL PAV MRK TY I (W) (4") (BRK) DOLLARS and CENTS	LF	130.000	47
	666	0509	043	REFL PAV MRK TY I (W) (12") (SLD) DOLLARS and CENTS	LF	825.000	48
	666	0512	043	REFL PAV MRK TY I (W) (24") (SLD) DOLLARS and CENTS	LF	1,639.000	49
	666	0521	043	REFL PAV MRK TY I (W) (RR XING) DOLLARS and CENTS	EA	4.000	50
	666	0524	043	REFL PAV MRK TY I (Y) (4") (SLD) DOLLARS and CENTS	LF	40,001.000	51
	666	0525	043	REFL PAV MRK TY I (Y) (4") (BRK) DOLLARS and CENTS	LF	2,566.000	52
	672	0506	012	RAIS PAV MRKR CL B (REFL) TY I-A DOLLARS and CENTS	EA	1,761.000	53
	672	0507	012	RAIS PAV MRKR CL B (REFL) TY I-C DOLLARS and CENTS	EA	6.000	54

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	672	0509	012	RAIS PAV MRKR CL B (REFL) TY II-A-A DOLLARS and CENTS	EA	323.000	55
	677	0518		ELIM EXT PAV MRK & MRKR (RAIS PAV MRKR) DOLLARS and CENTS	EA	1,492.000	56
	678	0501		PAV SURF PREP FOR MRKS (4") DOLLARS and CENTS	LF	83,248.000	57
	678	0504		PAV SURF PREP FOR MRKS (12") DOLLARS and CENTS	LF	825.000	58
	678	0506		PAV SURF PREP FOR MRKS (24") DOLLARS and CENTS	LF	1,639.000	59
	678	0512		PAV SURF PREP FOR MRKS (RR XING) DOLLARS and CENTS	EA	2.000	60
	688	0515		VEH DETECT (PREFORMED LOOP) DOLLARS and CENTS	LF	1,775.000	61
	3127	0502	006	CRACK SEALING DOLLARS and CENTS	LMI	1.550	62
	3146	0507	015	HOT MIX (TY CMHB-F) DOLLARS and CENTS	TON	12,931.710	63
	3146	0518	015	HOT MIX (TY B)(BASE) DOLLARS and CENTS	TON	20,450.950	64

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	5010	0501		CONSTRUCT EXIT (TY 1) DOLLARS and CENTS	SY	312.000	65
	5010	0503		CONSTRUCT EXIT (REMOV)(TY 1) DOLLARS and CENTS	SY	312.000	66
	5145	0501		SANDBAGS FOR EROSION CONTROL DOLLARS and CENTS	EA	52.000	67
	5249	0501		TEMP SEDMT CONT FENCE DOLLARS and CENTS	LF	38,805.000	68
	5249	0502		TEMP SEDMT CONT FENCE (REMOVE & REPLAC) DOLLARS and CENTS	LF	19,403.000	69
	5249	0503		TEMP SEDMT CONT FENCE (REMOV) DOLLARS and CENTS	LF	38,805.000	70
	5819	0501		SINGLE GUARDRAIL TERM (TY 1) DOLLARS and CENTS	EA	1.000	71
	5866	0501		CURB RAMP AND LANDING (TY 1) DOLLARS and CENTS	EA	8.000	72
	5866	0502		CURB RAMP AND LANDING (TY 2) DOLLARS and CENTS	EA	2.000	73
	5866	0506		CURB RAMP AND LANDING (TY 7) DOLLARS and CENTS	EA	23.000	74

GENERAL NOTES:

Table 1
COMPACTION REQUIREMENTS FOR BASE COURSES
PERCENT OF DENSITY AS DETERMINED BY
COMPACTION RATIO (TEX-114-E)

ITEM	DESCRIPTION	OUTSIDE ROADWAY COURSE * DENSITY
132	EMBANK(DENS CONT)(TY A)(CL 3)	(SEE BELOW)

1. TO A DEPTH OF 6" BELOW NATURAL GROUND:
SCARIFY AND COMPACT TO 95% MINIMUM
2. FROM NATURAL GROUND TO 24" BELOW FINISHED SUBGRADE:
98% MINIMUM COMPACTION REQUIRED

Table 2
BASIS OF ESTIMATE

ITEM	DESCRIPTION	RATE
	ROLLING (PROOF)	
314	**EMULS ASPH (CSS-1H) & FOG SEAL	0.20 GAL/SY
3146	HOT MIX ASPHALTIC CONCRETE TY CMHB-F / TY B (BASE) PERFORMANCE GRADE (PG) 76-22 WITH ASPHALT RUBBER	1.98 T/CY 2" = 220# /SY

** - THIS APPLICATION OF EMULSION SHALL BE ACHIEVED THROUGH MULTIPLE APPLICATIONS.

SCOPE OF CONTRACT AND SEQUENCE OF WORK

PLAN ELEVATION DATUM IS BASED ON NGVD 88 DATUM AND BENCH MARKS HAVE BEEN SET.

WHERE NIGHTTIME WORK IS APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE ADEQUATE LIGHTING FOR THE ENTIRE WORK SITE AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

CONTRACTOR SHALL COORDINATE ALL WORK WITHIN THE RAILROAD RIGHT-OF-WAY WITH THE UNION PACIFIC RAILROAD CONTRACT FORCES.

DAMAGES BY THE CONTRACTOR TO EXISTING IRRIGATION STRUCTURES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE AND SHALL COMPLETE ALL CULVERT REPLACEMENT OR REPAIR WORK BY WORKING AROUND THE CLOCK, IF NECESSARY, AS THE NON-IRRIGATION SEASON IS ONLY FROM OCT. 1, 2004 TO JAN. 31, 2005. ALL WORK FOR REPLACING OR REPAIRING EXISTING CULVERTS SHALL BE ACCOMPLISHED DURING THIS PERIOD. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE EL PASO COUNTY WATER IMPROVEMENT DISTRICT NO.1, LOCATED AT 294 CANDELARIA. (THE CONTACT PERSON IS RICHARD FRANCO, PHONE (915)-859-4186).

THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID INTERRUPTING ANY EXISTING SANITARY SEWER, WATER SERVICES, AND GAS TO ALL THE PROPERTY OWNERS WITHIN THE PROJECT DURING CONSTRUCTION. ANY DAMAGES DUE TO CONTRACTORS OPERATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

THE CONTRACTOR IS REFERRED TO THE VARIOUS TRAFFIC CONTROL PLAN SEQUENCE OF CONSTRUCTION SHEETS FOR THE PROPOSED SEQUENCE OF WORK, CHANGES WILL NOT BE PERMITTED, EXCEPT AS APPROVED, IN WRITING, BY THE ENGINEER.

IMMEDIATELY UPON ISSUANCE OF WORK ORDER BY THE STATE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER, FOR APPROVAL, A PROPOSED SEQUENCE OF CONSTRUCTION TO BE USED FOR THE DURATION OF THE PROJECT. UPON APPROVAL BY THE ENGINEER, SUCH SEQUENCE SHALL CONSTITUTE THE CONSTRUCTION PROCEDURE. CHANGES TO THIS PROCEDURE WILL NOT BE PERMITTED UNLESS APPROVED, IN WRITING, BY THE ENGINEER.

THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE RESPECTIVE UTILITY COMPANIES WHEN IT BECOMES APPARENT THAT UTILITY LINES WILL INTERFERE WITH WORK IN PROGRESS.

THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PROJECT SITE PRIOR TO SUBMITTING BIDS.

THE CONTRACTOR SHALL PROVIDE AUTOMOBILE AND PEDESTRIAN ACCESS AT ALL TIMES, INCLUDING SATURDAYS, SUNDAYS, AND HOLIDAYS, TO THE USER. THIS ACCESS INCLUDES, BUT IS NOT LIMITED TO, DRIVEWAYS, STREETS, PARKING AREAS, AND WALKWAYS. MATERIAL, LABOR & MAINTENANCE FOR THESE TEMPORARY ACCESS SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

THE CONTRACTOR SHALL SCHEDULE AND PERFORM HIS WORK TO ASSURE PROPER DRAINAGE DURING THE COURSE OF HIS OPERATIONS. ALL LABOR, TOOLS, EQUIPMENT, AND SUPERVISION REQUIRED TO ASSURE SUCH DRAINAGE AND ANY REMOVAL OR HANDLING OF WATER IN ORDER TO MAINTAIN DRY CONDITIONS SHALL BE CONSIDERED INCIDENTAL WORK.

ALL EXISTING PAVEMENT, UTILITIES, STRUCTURES, MAILBOXES ETC. DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

THE STATE WILL FURNISH HORIZONTAL AND VERTICAL CONTROL REFERENCE POINTS ONLY. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES BEFORE PROCEEDING WITH THE WORK. ANY DISCREPANCIES FOUND SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER, OTHERWISE THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THEIR CORRECTNESS.

VIBRATORY ROLLERS WILL NOT BE PERMITTED, UNLESS APPROVED, IN WRITING, BY THE ENGINEER.

THE CONTRACTOR SHALL VERIFY ALL CROSS-SECTIONS PRIOR TO COMMENCING CONSTRUCTION.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A DEMOLITION PLAN THAT WILL INCLUDE PROCEDURES AND METHODS FOR REMOVING THE EXISTING ASPHALTIC CONCRETE PAVEMENT, STABILIZED BASE, AND EXISTING CONCRETE PAVEMENT AND SHALL PROVIDE A PLAN FOR PROTECTION FROM CONSTRUCTION DEBRIS FOR VEHICULAR AND PEDESTRIAN TRAFFIC NEAR THE AREA OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE MAINTAINING ALL ASSOCIATED APPURTENANCES TO THE SATISFACTION OF ENGINEER. THE CONTRACTORS PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE ENGINEER.

ALL SAW CUTS WILL BE PERPENDICULAR OR PARRALLEL TO THE DIRECTION OF TRAFFIC. SAW CUTS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

IN THOSE INSTANCES WHERE FIXED FEATURES REQUIRE, THE GOVENING SLOPES INDICATED HEREIN MAY BE VARIED BETWEEN THE LIMITS SHOWN AND TO THE EXTENT DETERMINED BY THE ENGINEER.

ALL STOCKPILES WILL REQUIRE BARRICADES PLACED AT BOTH ENDS.

MATERIAL SOURCES

ALL MATERIAL SOURCES FOR ITEM 132, SHALL BE LOCATED OUT OF SIGHT FROM THE HIGHWAY AT A LOCATION APPROVED, IN WRITING, BY THE ENGINEER.

UPON ABANDONMENT OF THE MATERIAL SOURCE SITES, THE CONTRACTOR SHALL DISPOSE OF ALL OVERBURDEN, UNUSED MATERIALS, ETC., AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID-FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

THE FOLLOWING STANDARD DETAIL SHEETS HAVE BEEN MODIFIED FOR USE ON THESE PLANS:

CCCG-01 (MOD)
EC(1)-93 (MOD)
TS-FD-99 (MOD)

ITEM 7 - LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION REGULATIONS PROHIBIT OPERATIONS THAT WILL BRING PERSONS OR EQUIPMENT WITHIN 10 FEET OF AN ENERGIZED ELECTRICAL LINE. WHERE WORKERS OR EQUIPMENT MAY BE CLOSE TO AN ENERGIZED ELECTRICAL LINE, THE CONTRACTOR SHALL NOTIFY THE ELECTRICAL POWER COMPANY AND MAKE ALL NECESSARY ADJUSTMENTS TO ENSURE THE SAFETY OF WORKERS.

UNION PACIFIC RAILROAD COMPANY

PROTECTION OF FIBER OPTIC CABLE

FIBER OPTIC CABLE SYSTEMS MAY BE BURIED ON THE RAILROAD'S PROPERTY. PROTECTION OF THE FIBER OPTIC CABLE SYSTEMS IS OF EXTREME IMPORTANCE SINCE ANY BREAK COULD DISRUPT SERVICE TO USERS RESULTING IN BUSINESS INTERRUPTION AND LOSS OF REVENUE AND PROFITS. THE CONTRACTOR SHALL TELEPHONE THE RAILROAD DURING NORMAL BUSINESS HOURS (7:00 A.M. TO 9:00 P.M., CENTRAL TIME, MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS) AT 1-800-336-9193 (ALSO A 24-HOUR, SEVEN-DAY NUMBER FOR EMERGENCY CALLS) TO DETERMINE IF FIBER OPTIC CABLE IS BURIED ON THE RAILROAD PREMISES TO BE USED BY THE STATE. IF IT IS, THE CONTRACTOR WILL TELEPHONE THE TELECOMMUNICATIONS COMPANY(IES) INVOLVED, ARRANGE FOR A CABLE LOCATOR AND MAKE ARRANGEMENTS FOR RELOCATION OR OTHER PROTECTION OF THE FIBER OPTIC CABLE PRIOR TO BEGINNING ANY WORK ON THE RAILROAD'S PREMISES.

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ITEM 8 – PROSECUTION AND PROGRESS

A CRITICAL PATH METHOD SCHEDULE IS REQUIRED FOR THIS PROJECT IN ACCORDANCE WITH SPECIAL PROVISION 008-018.

ITEM 9 - MEASUREMENT AND PAYMENT

THE CONTRACTOR MUST SUBMIT MATERIAL-ON-HAND PAYMENT REQUESTS AT LEAST THREE WORKING DAYS PRIOR TO THE END OF THE MONTH FOR PAYMENT ON THAT MONTH'S ESTIMATE

ITEM 104 - REMOVING CONCRETE

ALL ITEMS REMOVED UNDER THIS ITEM SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

ITEM 105 – REMOVING STABILIZED BASE AND/OR ASPHALTIC PAVEMENT

ALL EXISTING STABILIZED BASE SHALL BE REMOVED AS OUTLINED IN THE PLANS AND SHALL BE PAID FOR UNDER THIS ITEM.

ITEM 110 - EXCAVATION (RDWY)

ALL EXISTING ASPHALTIC CONCRETE PAVEMENT (ACP) SHALL BE REMOVED AS OUTLINED IN THE PLANS AND SHALL BE PAID FOR UNDER ITEM 305.

ALL EARTHWORK CROSS SECTIONS SHALL BE FOR THE CONTRACTOR'S INFORMATION ONLY AND SHALL NOT BE SUBSTITUTED FOR VERTICAL OR HORIZONTAL CONTROL INFORMATION.

THE CONTRACTOR SHALL CONSTRUCT AN EARTHEN DITCH/SWALES AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER, TO SERVE AS STORAGE FOR STORM WATER RUNOFF. THE CONTRACTOR SHALL COORDINATE THE EARTHEN DITCH LIMITS WITH THE DRIVEWAY AND CURB OPENINGS TO ENSURE THEIR FUNCTIONALITY. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

ITEM 132 – EMBANKMENT

ALL IMPORTED MATERIAL USED FOR THIS ITEM SHALL MEET OR EXCEED TRIAXIAL CLASS 4 WHEN TESTED IN ACCORDANCE WITH TEXAS TEST METHOD TEX-117-E, "TRIAxIAL COMPRESSION TEST FOR DISTURBED SOILS AND BASE MATERIALS: PART-1" PRIOR TO BEING DELIVERED TO THE ROADWAY.

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BACKFILLING PAVEMENT EDGES SHALL START NO LATER THAN TWO WEEKS AFTER FINAL SURFACE.

THE MAXIMUM P.I. FOR MATERIALS SHALL BE 15.

ITEM 260 – LIME TREATMENT FOR MATERIALS USED AS SUBGRADE (ROAD MIXED)

6% LIME SHALL BE EVENLY APPLIED TO THE TOP 6" OF SUBGRADE.

THE CONTRACTOR WILL NOT BE ALLOWED TO ADD SAND TO THE LIME TREATED SUBGRADE TO REDUCE THE PLASTICITY INDEX P.I.

ALL LIME APPLICATIONS SHALL BE TYPE A (SLURRY) AND SHALL BE APPLIED AS A SLURRY.

ITEM 305 - SALVAGING, HAULING & STOCKPILING RECLAIMABLE ACP (RAP)

PAYMENT FOR THIS ITEM SHALL BE BY THE SQUARE YARD.

FOR FM1110 THERE ARE APPROXIMATELY 5200 CY OF RAP MATERIAL DEMARCATED UNDER THIS CONTRACT BY THE REMOVAL OF THE EXISTING ROADWAY. ALL SUCH WORK SHALL BE PAID BY THE SQUARE YARD UNDER THIS ITEM. ALL WORK REQUIRED TO SAW-CUT THE EXISTING PAVEMENT AS DIRECTED BY THE ENGINEER WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

RAP MATERIAL SHALL BE DELIVERED TO THE NORTHWEST CORNER OF FM 1110 AND IH 10

THE STOCKPILE SHALL BE BUILT IN HORIZONTAL LAYERS WITH A MAX HEIGHT OF 10 FEET, AS DIRECTED. DRIVING ON THE STOCKPILE SHALL BE PROHIBITED TO AVOID COMPACTION.

ITEM 314 - EMULSIFIED ASPHALT TREATMENT

EMULSIFIED ASPHALT, TO BE APPLIED TO THE EXISTING PAVEMENT AS A TACK COAT, SHALL BE APPLIED AT FULL CONCENTRATION. THE EMULSIFIED ASPHALT SHALL BE APPLIED WITH AN APPROVED TYPE OF SELF-PROPELLED PRESSURE DISTRIBUTOR AND BE USED ONLY WHEN DIRECTED BY THE ENGINEER.

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ONLY CSS-1H SHALL BE USED, UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE TYPE OF ASPHALT AND THE RESPECTIVE APPLICATION RATES WILL BE SPECIFIED BY THE ENGINEER PRIOR TO APPLICATION. DIFFERENT APPLICATION RATES MAY BE SPECIFIED BY THE ENGINEER FOR THE TYPE OF ASPHALT CHOSEN.

THE EMULSIFIED ASPHALT AND WATER MIXTURE SHALL BE APPLIED AND INCORPORATED INTO THE TOP 6 INCHES OF SUBBASE OR BASE COURSE LAYERS, AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALTIC MATERIAL SHALL NOT BE PLACED FROM OCTOBER 1 TO APRIL 30 UNLESS OTHERWISE AUTHORIZED, IN WRITING, BY THE ENGINEER.

METHODS OF APPLICATIONS AND MIXTURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE. ANY NECESSARY ADJUSTMENT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

THE CONTRACTOR SHALL NOT COVER WITH SEAL COAT MATERIAL, ANY SURVEY MONUMENTS, MANHOLES, VALVE COVERS, ETC., THAT EXIST ON THE ROADWAY.

UNLESS OTHERWISE DIRECTED, DRIVEWAY & INTERSECTIONS WILL BE SEALED BEFORE THE ROADWAY SECTION.

ITEM 354 - PLANING AND/OR TEXTURING PAVEMENT

PAYMENT FOR THIS ITEM SHALL BE BY THE SQUARE YARD.

FOR FM1110 THERE ARE APPROXIMATELY 100 CY OF RAP MATERIAL AND FOR SH 20 (TEXAS AVE.) APPROXIMATELY 3130 CY OF RAP MATERIAL HAVE BEEN DEMARCATED UNDER THIS CONTRACT BY THE REMOVAL OF THE EXISTING ROADWAY. ALL SUCH WORK SHALL BE PAID BY THE SQUARE YARD UNDER THIS ITEM. ALL WORK REQUIRED TO SAW-CUT THE EXISTING PAVEMENT AS DIRECTED BY THE ENGINEER WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

RAP MATERIAL SHALL BE DELIVERED TO THE FOLLOWING STOCKPILE LOCATIONS:

FM 1110 – NORTHWEST CORNER OF FM 1110 AND IH 10
SH 20 – US 54 AND LOOP 375

THE STOCKPILE SHALL BE BUILT IN HORIZONTAL LAYERS WITH A MAX HEIGHT OF 10 FEET, AS DIRECTED. DRIVING ON THE STOCKPILE SHALL BE PROHIBITED TO AVOID COMPACTION.

FOR SH 20 CONTRACTOR SHALL MILL 2.5" AND INLAY WITH 2.5" OF CMHB-F.

ITEM 420 - CONCRETE FOR STRUCTURES

ONLY TYPE II CEMENT SHALL BE USED FOR THIS ITEM.

ITEM 421 - PORTLAND CEMENT CONCRETE

7-DAY JOB CONTROL TESTS MAY BE BY TEST METHOD TEX-418-A "COMPRESSIVE STRENGTH OF CYLINDRICAL CONCRETE SPECIMENS".

WHEN THE 7-DAY JOB CONTROL TESTS ARE BY TEST METHOD TEX-418-A, THE CONTRACT SHALL SUPPLY A CALIBRATED CONCRETE COMPRESSION A MINIMUM CONCRETE TEMPERATURE OF 55 DEGREES FAHRENHEIT SHALL BE REQUIRED FOR PLACEMENT.

FOR ALL CLASSES OF CONCRETE, 35 TO 50 PERCENT BY ABSOLUTE VOLUME OF CEMENT REQUIRED BY THE MIX DESIGN SHALL BE REPLACED BY GROUND GRANULATED BLAST FURNANCE SLAG (GGBFS). THE SLAG SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION (421-028).

ALL CONTRACTOR'S PERSONNEL SHALL BE CERTIFIED BY THE EL PASO DISTRICT LABORATORY IN THE HANDLING, TRANSPORTING, AND CURING OF ALL CONCRETE TEST SPECIMENS. IN ADDITION, ALL CONTRACTOR'S EQUIPMENT SHALL BE CERTIFIED PRIOR TO THEIR USE. ALL CONCRETE QUALITY TESTS AND MOLDING OF ALL TEST SPECIMENS SHALL BE PERFORMED BY TXDOT PERSONNEL ONLY.

THE CONTRACTOR SHALL FURNISH AND PROPERLY MAINTAIN ALL TEST MOLDS. THE TEST MOLDS SHALL MEET THE REQUIREMENTS OF TEST METHOD TEX-447-A AND TEX-448-A. THE TEST MOLDS MUST BE READY FOR USE WHEN NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONCRETE TEST BEAM CURING AND SHALL FURNISH PERSONNEL TO REMOVE THE TEST SPECIMENS FROM THE MOLDS AND TO TRANSPORT THEM TO THE PROPER CURING LOCATION, AS DIRECTED BY THE ENGINEER. FOR ALL CONCRETE ITEMS, THE CONTRACTOR SHALL HAVE AVAILABLE TO USE IN THE SAMPLING OF THE CONCRETE A WHEELBARROW OR OTHER CONTAINER ACCEPTABLE TO THE ENGINEER. ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

WHEN FREEZING WEATHER AND OR WINDY CONDITIONS IN EXCESS OF 25 MPH ARE FORECAST WITHIN 12 HOURS FROM THE LAST CONCRETE PLACEMENT OF THE DAY, THE CONTRACTOR SHALL COVER AND PROTECT THE CONCRETE PLACED THAT DAY WITH COTTON BLANKETS AND POLYETHYLENE FILM IMMEDIATELY AFTER THE MEMBRANE CURING HAS BEEN APPLIED. THE FILM SHALL BE PLACED AND WEIGHTED AS TO REMAIN IN DIRECT CONTACT WITH THE SURFACE FOR A PERIOD OF 48 HOURS AND TO THE SATISFACTION OF THE ENGINEER.

CONCRETE TRUCKS WILL NOT BE ALLOWED TO WASH-OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM-WASH WATER ON THE PROJECT SITE.

FOR THE PURPOSE OF SAMPLING AND TESTING ONLY, ALL CLASS "A" AND "B" CONCRETE SHALL BE DEFINED AS MISCELLANEOUS CONCRETE.

ALL CONCRETE DESIGNS AND CONCRETE AGGREGATE SOURCES SHALL BE APPROVED BY THE ENGINEER.

ITEM 502 - BARRICADES, SIGNS AND TRAFFIC HANDLING

THE PROJECT SUPERINTENDENT AND THE CONTRACTOR'S PERSON RESPONSIBLE FOR TRAFFIC CONTROL PLAN COMPLIANCE SHALL BE AVAILABLE BY LOCAL TELEPHONE 24 HOURS A DAY. THIS PERSON SHALL, ONCE A MONTH, ACCOMPANY DEPARTMENT PERSONNEL ON AT LEAST ONE DAYTIME AND ONE NIGHTTIME INSPECTION OF THE TRAFFIC CONTROL DEVICES USED ON THIS PROJECT.

PEDESTRIANS, RESIDENTS, BUS RIDERS AND SCHOOL CHILDREN ARE ANTICIPATED IN CERTAIN WORK AREAS AND PROVISIONS FOR THEIR SAFE CROSSING SHALL BE PROVIDED. THE CONTRACTOR IS DIRECTED TO THE CURRENT TEXAS M.U.T.C.D. (PART VI, CHAPTER 6D), AND TO THE TRAFFIC CONTROL PLAN SHEETS FOR GUIDANCE IN PEDESTRIAN CONTROL.

CONSTRUCTION SHALL BE PHASED SO THAT TRAFFIC WILL HAVE ACCESS TO INTERSECTING SIDE ROADS AND DRIVEWAYS AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

AT THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO HAVE THE DEPARTMENT'S PUBLIC AFFAIRS OFFICER CONTACT THE CLINT, SOCORRO AND SAN ELIZARIO INDEPENDENT SCHOOL SYSTEM TO EXPLAIN THE PROPOSED WORK IN THE VICINITY OF THE SCHOOL(S) DURING CONSTRUCTION.

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IF THE CONTRACTOR CHANGES THE PROPOSED JOB SEQUENCE OR THE TRAFFIC CONTROL PLAN, WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR ANY ADDITIONAL BARRICADE SIGNS AND OTHER TYPES OF DEVICES NECESSARY DUE TO THE CHANGES.

FURNISHING, PLACEMENT, RELOCATION AND REMOVAL OF PLASTIC-MESH PEDESTRIAN FENCING WILL BE REQUIRED IN AREAS OF HIGH PEDESTRIAN VOLUMES, OR AS DIRECTED BY THE ENGINEER. ALL WORK SHALL BE SUBSIDIARY TO THIS ITEM. ALL SUCH FENCING SHALL BE ORANGE IN COLOR AND 4-FT. HIGH WITH 4-FT. METAL T-POSTS PLACED AT APPROXIMATELY 10-FT. SPACING, AS APPROVED BY THE ENGINEER.

ALL SPECIAL SIGNS INCLUDING M4-9N SIGNS, AND ALL DETOUR SIGNING, AS SHOWN ON THE TRAFFIC CONTROL PLAN SHEETS, OR AS DIRECTED BY THE ENGINEER, SHALL BE SUBSIDIARY TO THIS ITEM.

SHEETING USED FOR ALL SIGNS, BARRICADES, CHANNELIZING DEVICES AND CONSTRUCTION WARNING SIGNS MUST CONFORM TO DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300.

THE CONTRACTOR SHALL PERFORM STRIPING OPERATIONS TO CHANNELIZE TRAFFIC INTO THE NEWLY COMPLETED ROADWAY, AS DIRECTED BY THE ENGINEER.

THE SG20-1 W/PLAQUE OR SG20-5T ALONG WITH THE SG20-6 CONTRACTOR'S NAME SIGN SHALL BE LOCATED AT OR NEAR THE PROJECT LIMITS AND SHALL REMAIN IN POSITION FOR THE FULL DURATION OF THE PROJECT EVEN THOUGH CERTAIN OTHER ADVANCE WARNING SIGNS, ETC., WILL BE REPOSITIONED, REMOVED, OR COVERED WITHIN THE PROJECT LIMITS AS CONSTRUCTION NECESSITATES OR AS DIRECTED BY THE ENGINEER.

ONE OR MORE FLAGGERS SHALL BE USED WHEN DIRECTED BY THE ENGINEER. INTERCOMMUNICATION SHALL BE PROVIDED BETWEEN FLAGGERS.

PORTABLE CHANGEABLE MESSAGE SIGNS (P.C.M.S.) ARE NOT REQUIRED.

MINIMUM SIGN CLEARANCES WILL BE AS SHOWN ON THE TCP PLANS & (BC) STANDARDS.

THE CONTRACTOR SHALL PLACE AND MAINTAIN SUFFICIENT ADDITIONAL WARNING SIGNS, BEACONS, DELINEATORS AND BARRICADES TO WARN AND GUIDE THE PUBLIC OF ALL HAZARDS THROUGH THE CONSTRUCTION ZONE AT ALL TIMES, AND AS DIRECTED BY THE ENGINEER.

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THE SIGNS CW8-12, CW21-16 AND ECW8-7 ARE FOR INTERMITTENT USE AS CONSTRUCTION ACTIVITIES MANDATE. EACH SIGN SHALL HAVE A TYPE A - LOW INTENSITY FLASHING WARNING LIGHT. SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS AT THE APPROPRIATE WARNING SIGN SPACING AND SHALL BE USED WHEN DIRECTED BY THE ENGINEER.

FLASHING ARROW BOARDS SHALL BE USED ON ALL TAPERS FOR EACH LANE CLOSURE.

SOME SIGNS, BARRICADES AND CHANNELIZATION DEVICES MAY NOT BE SHOWN AT THE PRECISE OR MEASURED POSITION. THE CONTRACTOR SHALL PLACE THE BARRICADES, DEVICES, AND/OR SIGNS, WITH THE APPROVAL OF THE ENGINEER IN POSITIONS TO MEET FIELD CONDITIONS.

ONE HIGH-INTENSITY, YELLOW, ROTATING DOME LIGHT SHALL BE REQUIRED ON ALL EQUIPMENT SUCH AS DISTRIBUTORS, SPREADER BOXES, LAY-DOWN MACHINES, ROLLERS BACK HOES, ROAD GRADERS, LOADERS, ETC. THESE LIGHTS SHALL BE MOUNTED HIGH ENOUGH TO BE VISIBLE FROM ALL DIRECTIONS AND SHALL BE IN USE WHEN THE EQUIPMENT IS WITHIN 9 FEET OF THE TRAVEL WAY. ALL OTHER EQUIPMENT SUCH AS TRUCKS, TRAILERS, AUTOS, ETC. SHALL BE EQUIPPED WITH EMERGENCY FLASHERS AND SHALL BE IN USE WITHIN THE SECTION OF WORK.

ANY EXISTING REGULATORY SIGNS, ROUTE MARKER AUXILIARIES, GUIDE SIGNS AND WARNING SIGNS THAT MUST BE REMOVED DUE TO WIDENING SHALL BE RELOCATED TEMPORARILY AND ERECTED ON APPROVED SUPPORTS AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

DURING OVERLAY OPERATIONS, WHITE EDGE TAPERS SHALL BE SIMULATED BY CHANNELIZING DEVICES RATHER THAN SHORT-TERM PAVEMENT MARKINGS.

THE CONTRACTOR SHALL REPLACE ALL EXISTING SPEED LIMIT SIGNS WITH THE REQUIRED SPEED LIMIT SIGNS, AS DESCRIBED IN THE COMMISSION MINUTES FOR THE TEMPORARY SPEED REDUCTION.

PARTIAL ACCEPTANCE OF EACH COMPLETED ROADWAY WITHIN THE BARRICADES WILL BE ALLOWED. BARRICADES MAY BE REMOVED AFTER PARTIAL ACCEPTANCE IS GRANTED AND THE CONTRACTOR SHALL BE RELIEVED OF ANY FURTHER MAINTENANCE.

ITEM 504 - FACILITIES FOR FIELD OFFICE AND LABORATORY

THE CONTRACTOR SHALL PROVIDE A TYPE "B" STRUCTURE, FIELD OFFICE AND LABORATORY FOR USE BY STATE PERSONNEL.

THE CONTRACTOR SHALL CONSTRUCT A 6-FOOT CHAIN LINK BARRIER FENCE AROUND THE FIELD OFFICE AND LABORATORY AT A SITE DETERMINED BY THE ENGINEER. THIS ENCLOSURE IS TO BE APPROXIMATELY 100 FOOT SQUARE AND HAVE ONE 12-FOOT VEHICULAR GATE. IT WILL BE FOR THE EXCLUSIVE USE OF STATE PERSONNEL AND STATE VEHICULAR STORAGE. A SECURITY LIGHT WILL BE REQUIRED. UPON COMPLETION OF THE PROJECT, THE FENCE SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. WORK AND MATERIALS REQUIRED FOR THIS ITEM WILL NOT BE PAID-FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

THE CONTRACTOR SHALL FURNISH A TYPE "D" STRUCTURE FOR THE ASPHALT MIX CONTROL LABORATORY FOR THE ENGINEER'S EXCLUSIVE USE. IN ADDITION TO THE REQUIREMENTS OF ITEM 504, THIS STRUCTURE SHALL HAVE A MINIMUM HEIGHT OF 8 FEET AND PROVIDE A MINIMUM OF 400 SQUARE FEET OF GROSS FLOOR AREA FOR PERMANENTLY LOCATED ASPHALT PLANTS OF 200 SQUARE FEET FOR TEMPORARILY LOCATED PLANTS SERVING ONE PROJECT. THE FLOOR AREA WILL BE PARTITIONED INTO A MINIMUM OF TWO INTERCONNECTED ROOMS, EACH ROOM SHALL BE FURNISHED WITH AN EXTERIOR DOOR AND A MINIMUM OF TWO WINDOWS. THE FLOOR SHALL HAVE SUFFICIENT STRENGTH TO SUPPORT THE TESTING EQUIPMENT AND HAVE AN IMPERVIOUS COVERING.

THE TYPE "D" STRUCTURE SHALL BE AIR CONDITIONED AND BE FURNISHED WITH A MINIMUM OF ONE DESK, THREE CHAIRS, ONE FILE CABINET AND ONE BUILT-IN EQUIPMENT STORAGE CABINET FOR THE STORAGE OF NUCLEAR EQUIPMENT. THE CABINET SHALL BE A MINIMUM OF 3 FEET WIDE BY 2 FEET DEEP BY 3 FEET HIGH AND SHALL HAVE PROVISIONS FOR LOCKING SECURELY. THE STRUCTURE SHALL BE PROVIDED WITH A 240-VOLT ELECTRICAL ENTRANCE SERVICE. THE SERVICE SHALL CONSIST OF A MINIMUM OF FOUR 120-VOLT CIRCUITS WITH 20-AMP BREAKERS AND NO MORE THAN TWO GROUNDED CONVENIENCE OUTLETS PER CIRCUIT AND PROVISIONS FOR A MINIMUM OF TWO 220-VOLT OVENS WITH VENTS TO THE OUTSIDE. THE STRUCTURE SHALL HAVE A MINIMUM OF 2 CONVENIENCE OUTLETS PER WALL, A UTILITY SINK WITH AN ADEQUATE CLEAN POTABLE WATER SUPPLY FOR TESTING AND A TELEPHONE. SPACE HEATERS FOR HEATING THE STRUCTURE ARE UNACCEPTABLE. PORTABLE STRUCTURES SHALL BE SUPPORT-BLOCKED FOR STABILITY AND SHALL BE TIED DOWN.

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ASPHALT CONTENT WILL BE DETERMINED UTILIZING THE IGNITION METHOD SO THE STRUCTURE SHALL PROVIDE FOR THE FOLLOWING IN LIEU OF THE REQUIREMENTS FOR ASPHALT CONTENT BY EXTRACTION: THE ROOM TO CONTAIN THE IGNITION OVEN SHALL BE SUFFICIENTLY POWER-VENTILATED AND CONTAIN A NEMA 6-50R (208/240 3V, 50 A) OUTLET WITHIN 3 FEET OF THE IGNITION OVEN AND AN INDEPENDENT EXHAUST OUTLET NO FARTHER THAN 8 FEET FROM THE OVEN. THE SURFACE FOR THE IGNITION OVEN LOCATION SHALL BE LEVEL, STURDY, AND FIRE-PROOF WITH AT LEAST, A 6" CLEARANCE BETWEEN THE FURNACE AND OTHER VERTICAL SURFACES.

ITEMS 529 & 531 - CONCRETE CURB, DRIVEWAYS & SIDEWALK

ALL WORK REQUIRED TO SAW-CUT THE EXISTING PAVEMENT, CONCRETE SIDEWALKS, DRIVEWAYS, ETC. AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER, WILL NOT BE PAID-FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM OR ITEM 5866.

IN LIEU OF THE GRADATION OF COARSE AGGREGATE FOR THESE ITEMS, THE CONTRACTOR MAY USE AGGREGATE OF THE FOLLOWING GRADATION:

RETAINED ON	1 INCH SIEVE	0%
RETAINED ON	3/4 INCH SIEVE	0 - 10%
RETAINED ON	3/8 INCH SIEVE	45 - 80%
RETAINED ON	#4 SIEVE	90 - 100%
RETAINED ON	#8 SIEVE	95 - 100%

TYPE II CEMENT AND CLASS A CONCRETE SHALL BE USED FOR THESE ITEMS UNLESS OTHERWISE SHOWN ON THE PLANS.

WIRE MESH WILL NOT BE ALLOWED. ALL CONCRETE FOR THESE ITEMS SHALL BE REINFORCED USING BAR REINFORCEMENT CONFORMING TO ITEM 440, AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE CURB OPENING WITH METAL PLATE CONFIGURATION DETAILED ON THE PLANS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER TO ENSURE ROADWAY DRAINAGE TO THE EARTHEN DITCH. NO DIRECT PAYMENT SHALL BE MADE FOR THESE FEATURES. PAYMENT SHALL BE MADE UNDER ITEMS 529 AND 531. AS IF THE OPENINGS DID NOT EXIST. ALL REQUIRED MANIPULATIONS OR INCIDENTALS REQUIRED TO COMPLETE THE WORK SHALL BE CONSIDERED SUBSIDIARY TO THOSE ITEMS.

CONTRACTOR SHALL CLEAN AREA OF ALL DEBRIS BEFORE PLACEMENT OF DOWEL CURB AS DIRECTED BY ENGINEER.

ITEM 531 - SIDEWALKS

THE WHEELCHAIR RAMP DIMENSIONS AND LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED, AS DIRECTED BY THE ENGINEER TO MATCH FIELD CONDITIONS. ANY SUCH MODIFICATION SHALL NOT BE PAID DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM 5866.

THE SIDEWALK EXPANSION JOINT SPACING SHALL BE MODIFIED TO A TWENTY-FOOT SPACING WHERE WATER LINES MAY EXIST UNDER THIS SIDEWALK. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

WHEELCHAIR RAMPS ARE REQUIRED AT ALL STREET CROSSINGS WHERE CURB OR CURB & GUTTER EXISTS OR PROPOSED AS DIRECTED BY THE ENGINEER.

WHEELCHAIR RAMPS SHALL HAVE A TEXTURED FINISH AS DIRECTED BY THE ENGINEER.

ITEM 540 - METAL BEAM GUARD FENCE

AT THE END OF THE WORK DAY THE CONTRACTOR SHALL PROTECT ALL UNTREATED, INCOMPLETE, BLUNT ENDS OF M.B.G.F. EXPOSED TO TRAFFIC FLOW DURING CONSTRUCTION UNTIL THE PERMANENT END-TREATMENT IS IN PLACE AS SHOWN ON STANDARD BC(2)-03, OR AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

CONSTRUCTION OF ALL GUARDRAIL SHALL PROCEED IN THE DIRECTION OF TRAFFIC FLOW.

ALL CONCRETE FOR THIS ITEM SHALL BE CLASS "A".

ALL PROPOSED M.B.G.F. AND REQUIRED RAIL ELEMENTS SHALL BE NEW MATERIALS. ALL EXISTING M.B.G.F. TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED-OF AS DIRECTED BY THE ENGINEER.

ALL REQUIRED ATTACHMENTS OR SPLICES SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

THE CONTRACTOR SHALL PROTECT ALL UNTREATED ENDS OF M.B.G.F. EXPOSED TO TRAFFIC DURING CONSTRUCTION UNTIL THE PERMANENT G.E.T. IS IN PLACE AS SHOWN ON STANDARD SHEET BC(2)-03, OR AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

ITEM 636 – ALUMINUM SIGNS

FOR NEW BACK-TO-BACK ALUMINUM SIGNS SHOWN ON THE PLANS, THE SIGN THAT IS MOUNTED ON THE BACKSIDE OF THE MOUNT WILL BE PAID FOR DIRECTLY UNDER THIS PAY ITEM. THE FRONT FACING SIGN AND SIGN MOUNTS WILL BE PAID IN ACCORDANCE WITH ITEM 644, SMALL ROADSIDE SIGN ASSEMBLIES.

ITEM 644 - SMALL ROADSIDE SIGN ASSEMBLIES

FINAL LOCATION OF THE SIGNS SHALL BE APPROVED BY THE ENGINEER.

THE 2-1/2 INCH SCHEDULE 10 POST SHALL MEET THE FOLLOWING REQUIREMENTS:

0.120 INCH NOMINAL WALL THICKNESS
SEAMLESS OR ELECTRIC-RESISTANCE WELDED STEEL TUBING OR PIPE
STEEL SHALL BE HSLAS GR 55 PER ASTM A1011 OR ASTM A1008

OTHER STEEL MAY BE USED IF IT MEETS THE FOLLOWING:

55,000 PSI MINIMUM YIELD STRENGTH
70,000 PSI MINIMUM TENSILE STRENGTH
20% MINIMUM ELONGATION IN 2 INCHES
WALL THICKNESS (UNCOATED) SHALL BE WITHIN THE RANGE OF 0.108 TO 0.132 INCH.
GALVANIZATION PER ASTM A123 OF ASTM A653 G90.
FOR PRECOATED STEEL TUBING (ASTM A653), RECOAT TUBE OUTSIDE DIAMETER
WELD SEAM BY METALLIZING WITH ZINC WIRE PER ASTM B833.

ROLL PIN WILL BE REQUIRED AS SHOWN ON SMD(SLIP-1)-02.

ITEM 646 - SMALL ROADSIDE SIGN SUPPORTS

THE CONTRACTOR SHALL VERIFY ALL POST LENGTHS TO ENSURE THE PROPER SIGN HEIGHT. THE CONTRACTOR SHALL REMOVE AND REPLACE ANY SIGN, THAT IN THE OPINION OF THE ENGINEER, WAS INSTALLED INCORRECTLY, AT NO ADDITIONAL COST TO THE STATE.

THE CONTRACTOR SHALL PROVIDE TEXAS UNIVERSAL TRIANGULAR SLIP BASE FOR ALL SIGNS.

ITEM 649 - REMOVING OR RELOCATING ROADSIDE SIGN ASSEMBLIES

ALL EXISTING SIGNS TO BE REMOVED, AS SHOWN ON THE PLANS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE CONTRACTOR SHALL PAY SPECIAL ATTENTION IN REMOVING AND RELOCATING ANY EXISTING REFERENCE MARKERS ENCOUNTERED WHICH MAY NECESSITATE TO BE REMOVED AND RELOCATED. ALL WORK, LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE SUBSIDIARY TO THIS ITEM.

ADDITIONAL QUANTITIES HAVE BEEN PROVIDED IN THE TRAFFIC CONTROL PLANS TO ACCOUNT FOR POSSIBLE EXISTING SIGNS NOT ADDRESSED, NECESSITATING REMOVAL AND TEMPORARY RELOCATION, AS REQUIRED. SPECIALLY THE SUN METRO BUS STOP SIGNS WHICH WILL REQUIRE REPEATED RELOCATIONS AS NECESSARY DURING THE VARIOUS STAGES OF CONSTRUCTION AND ANY OTHER SIGNS, AS DIRECTED BY THE ENGINEER.

EXISTING SIGNS AND/OR SIGN ASSEMBLIES BEING TEMPORARILY RELOCATED MAY BE ERECTED ON SUPPORTS DESCRIBED IN STANDARD BC STANDARDS, TO THE SATISFACTION OF THE ENGINEER. THESE NEW LOCATIONS SHALL BE AS SHOWN ON THE TRAFFIC CONTROL SHEETS, AND AS APPROVED BY THE ENGINEER.

RELOCATION OF EXISTING SIGNS INCLUDED IN THE TRAFFIC CONTROL SUMMARY REPRESENT AN ESTIMATED QUANTITY. THE CONTRACTOR SHALL BE PAID FOR THE ACTUAL NUMBER OF SIGNS RELOCATED, AS DIRECTED AND APPROVED BY THE ENGINEER.

ITEM 656 - FNDIS FOR SIGNS, SIGNALS, & RDWY ILLUMINATION ASSEMBLIES

THE CLASS OF CONCRETE FOR THIS ITEM SHALL BE AS FOLLOWS:

SIGN FOUNDATIONS – CLASS “B”

THE TOP EIGHT INCHES OF THE FOUNDATIONS SHALL BE FORMED AND STRUCK LEVEL.

ALL ANCHOR BOLTS USED FOR THIS ITEM SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

PRE-POURED CONCRETE BASES FOR SIGNS WILL BE ALLOWED, AS DIRECTED BY THE ENGINEER.

ITEM 658 - DELINEATOR AND OBJECT MARKER ASSEMBLIES

TYPE "C" REFLECTORS SHALL BE PLACED ALONG THE M.B.G.F. AT 50 FT. SPACING AND AS SHOWN ON "DETAIL B" OF STANDARD D & OM (VIA)-98, OR AS DIRECTED BY THE ENGINEER.

TYPE "C" DELINEATORS SHALL BE STIMSONITE MODEL 965, OR ASTRO OPTIC MODEL NO. JD-1 OR JD-2 FOR ONE OR TWO- DIRECTIONAL REFLECTIVITY GUARDRAIL AND BARRIER DELINEATORS, OR EQUIVALENT. THE ADHESIVE SHALL BE AS RECOMMENDED BY THE MANUFACTURER FOR THE SELECTED DELINEATOR.

ITEM 662 - WORK ZONE PAVEMENT MARKINGS

NON-REMOVABLE WORK-ZONE PAVEMENT MARKINGS SHALL BE PAINT & GLASS BEADS, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

PAINT OR FOIL-BACKED PAVEMENT MARKINGS WILL NOT BE PERMITTED AS REMOVABLE MARKINGS. REMOVABLE PAVEMENT MARKINGS SHALL BE PLIANT POLYMER, DETOUR GRADE (REMOVABLE) MATERIAL.

IN THOSE AREAS WHERE EXISTING PAVEMENT MARKINGS NECESSITATE REMOVAL TO ACCOMMODATE THE TRAFFIC HANDLING AS DESCRIBED IN THE TRAFFIC CONTROL PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND RECORDING BY SURVEY THE EXISTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND THE FINAL STRIPING SHALL THEN BE PLACED IN THESE LOCATIONS.

A 12 TO 15 MIL APPLICATION OF PAINT WITH GLASS BEADS SHALL BE USED FOR NON-REMOVABLE PAVEMENT MARKINGS.

WORK ZONE PAVEMENT TABS SHALL BE REMOVED AFTER STRIPING OPERATIONS AS DIRECTED AND TO THE SATISFACTION OF THE ENGINEER AND SHALL BE DISPOSED-OF AT THE CONTRACTOR'S EXPENSE.

ITEM 666 - REFLECTORIZED PAVEMENT MARKINGS

THE PROPOSED PERMANENT STRIPING SHALL BE PLACED AT THE TIME AREAS OF PAVEMENT ARE COMPLETED AND OPEN TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

ALL GLASS BEADS AND PAVEMENT MARKINGS SHALL BE PURCHASED ON THE OPEN MARKET.

ALL FINAL STRIPING SHALL BE GOVERNED UNDER THIS ITEM UNLESS OTHERWISE SHOWN ON THE PLANS.

PERMANENT PAVEMENT MARKINGS SHALL BE PLACED NO LATER THAN TWO WEEKS AFTER FINAL SURFACING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD-LOCATING AND RECORDING BY SURVEY, THE EXISTING STRIPE ALIGNMENT SO THAT THE FINAL PAVEMENT MARKINGS MAY BE PLACED IN THE EXACT LOCATION AS THE EXISTING OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STRIPING TO BE IN SATISFACTORY CONDITION AS DETERMINED BY THE ENGINEER PRIOR TO THE FINAL ACCEPTANCE OF THE PROJECT. ANY SECOND STRIPING OPERATION REQUIRED AS DIRECTED BY THE ENGINEER SHALL BE MEASURED AND PAID FOR UNDER THIS ITEM.

THE CONTRACTOR SHALL USE A PILOT LINE FOR FINAL STRIPING AND SHALL REMOVE PILOT LINE, AFTER ALL FINAL STRIPING IS COMPLETE, IN ACCORDANCE WITH THE METHODS SPECIFIED IN ITEM 677 AND SHALL BE SUBSIDIARY TO ITEM 666.

ITEM 672 - RAISED PAVEMENT MARKERS

BITUMINOUS ADHESIVE SHALL BE USED FOR THIS ITEM.

ITEM 677 - ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS

EXISTING PAVEMENT MARKINGS CONFLICTING WITH ANY SUBSEQUENT CONSTRUCTION SEGMENT, SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL REMOVE ANY TRAFFIC BUTTONS AND PAVEMENT MARKS AND MARKERS, INCLUDING RAILROAD CROSSINGS BEFORE THE APPLICATION OF THE SEAL COAT.

THE CONTRACTOR SHALL REMOVE ANY CONFLICTING STRIPING AS SHOWN ON THE TRAFFIC CONTROL PLANS. THE CONFLICTING STRIPING SHALL BE RECORDED AS DIRECTED BY THE ENGINEER PRIOR TO THE FINAL PLACING OF THE REQUIRED STRIPING.

ITEM 3127 – COLD POUR CRACK SEALING

ROADWAYS TO BE CRACK SEALED WITH COLD POUR MATERIAL, AS DIRECTED BY THE ENGINEER, SHALL REQUIRE A THREE DAY CURING PERIOD PRIOR TO ANY HMAC APPLICATION. THIS ITEM SHALL BE MEASURED AND PAID FOR BY THE LANE MILE.

ITEM 3146 - HMAC

THIS ITEM SHALL GOVERN FOR ALL HOT MIX ASPHALT OPERATIONS.

ALL ASPHALTIC BINDER USED IN THE MANUFACTURE OF HOT MIX ASPHALTIC CONCRETE, UNDER SPECIAL SPECIFICATION 3146 SHALL BE PERFORMANCE GRADE (PG) 76-22 FOR TYPE B MIX.

THE ASPHALT BINDER USED FOR THE MANUFACTURE OF CMHB-F SHALL BE AN ASPHALT RUBBER MODIFIED PG 76-22.

WHEN THE MAXIMUM AMBIENT TEMPERATURE IS FORCAST TO BE LESS THAN 50 DEGREES FAHRENHEIT, HMAC OPERATIONS WILL ONLY BE PERMITTED WITH THE PRIOR APPROVAL OF THE DISTRICT MATERIALS ENGINEER.

AN AGGREGATE WITH A MINIMUM SURFACE AGGREGATE CLASSIFICATION OF “B” WILL BE REQUIRED FOR THE PAVEMENT SURFACE ON THIS PROJECT.

THE CONTRACTOR SHALL NOT COVER WITH ASPHALTIC MATERIAL ANY SURVEY MONUMENTS, MANHOLES OR VALVE COVERS, ETC., EXISTING.

A STRINGLINE OR OTHER SUITABLE MARKING SHALL BE PLACED BY THE CONTRACTOR WHERE NEEDED TO ASSURE SMOOTH NEAT LINES, OR AS DIRECTED BY THE ENGINEER.

LONGITUDINAL JOINTS SHALL BE PLACED AT APPROXIMATELY 6 INCHES FROM THE SKIP STRIPES, OR AS DIRECTED BY THE ENGINEER.

THE STRIPPING CHARACTERISTIC OF THE HOT MIX ASPHALT WILL BE TESTED ACCORDING TO TEST METHOD TEX-530-C (BOIL TEST). THE MAXIMUM PERCENT STRIPPING AGENT IN THE PRODUCED MIXTURE SHALL BE WITHIN THE RANGE OF 7% TO 12%, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

BEFORE PAVING OPERATIONS, AND AS DIRECTED BY THE ENGINEER, EMULSIFIED ASPHALT SHALL BE APPLIED TO THE SURFACE THAT IS TO BE OVERLAYED. THE TACK COAT WILL BE A MIXTURE OF 75% EMULSION AND 25%

WATER. THIS MIXTURE WILL BE APPLIED AT A RATE NOT TO EXCEED .10 GAL/SY. WHEN CONDITIONS REQUIRE, AND AS APPROVED BY THE ENGINEER, THE MIXTURE MAY BE 50% EMULSION AND 50% WATER AND SHALL BE APPLIED AT A RATE NOT TO EXCEED .15 GAL/SY. THIS APPLICATION WILL BE APPLIED AFTER THE BROOMING OF THE SURFACE AND BEFORE ASPHALT PLACEMENT BEGINS. THE TACK COAT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS OF THE CONTRACT.

ITEM 5004 - TEMP EROSN, SDMNT AND WATER POLLUTION PREVENTION & CONTROL

THE SW3P SHALL CONSIST OF USING ITEMS 5145 AND 5249 AND ANY ADDITIONAL EROSION OR WATER POLLUTION CONTROL MEASURE DEEMED NECESSARY BY THE ENGINEER. ANY SUCH ADDITIONAL EROSION OR WATER POLLUTION CONTROL MEASURE SHALL BE IMPLEMENTED BY THE CONTRACTOR AS PRESCRIBED BY THIS ITEM AND IN ACCORDANCE WITH THE APPROPRIATE SPECIFICATION. PAYMENT FOR EROSION CONTROL MEASURES FOR WHICH APPLICABLE APY ITEMS ARE NOT INCLUDED IN THE CONTRACT SHALL BE MADE IN ACCORDANCE WITH ARTICLE 5, "MEASUREMENT AND PAYMENT".

THE SEDIMENTATION FENCES SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR MAINTENANCE AND PROPER PLACEMENT TO PREVENT STORM WATER POLLUTION TO THE WATERS OF THE UNITED STATES, AS DIRECTED BY THE ENGINEER, AND SHALL BE CONSIDERED SUBSIDIARY TO THESE ITEMS.

THE SEDIMENTATION FENCES SHALL BE PAID-FOR AT THE TIME OF THEIR INITIAL PLACEMENT. ANY REQUIRED REPLACEMENT SHALL NOT BE A SUBSTITUTE FOR PROPER MAINTENANCE AND SHALL BE ALLOWED ONLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER RESPECTIVE "REMOVE AND REPLACE" BID ITEMS.

THE TOTAL DISTURBED AREA FOR THIS PROJECT IS 24.6 ACRES. THE DISTURBED AREA IN THIS PROJECT, ALL PROJECT LOCATIONS IN THE CONTRACT, AND CONTRACTOR PROJECT SPECIFIC LOCATIONS (PSLs), WITHIN 1 MILE OF THE PROJECT LIMITS, FOR THE CONTRACT WILL FURTHER ESTABLISH THE AUTHORIZATION REQUIREMENTS FOR STORM WATER DISCHARGES. THE DEPARTMENT WILL OBTAIN AN AUTHORIZATION TO DISCHARGE STORM WATER FROM THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) FOR THE CONSTRUCTION ACTIVITIES SHOWN ON THE PLANS. THE CONTRACTOR IS TO OBTAIN ANY REQUIRED AUTHORIZATION FROM THE TCEQ FOR ANY CONTRACTOR PSLs FOR CONSTRUCTION SUPPORT ACTIVITIES ON OR OFF ROW. WHEN THE TOTAL AREA DISTURBED FOR ALL PROJECTS IN THE CONTRACT AND

PSLs WITHIN 1 MILE OF THE PROJECT LIMITS EXCEEDS 5 ACRES, PROVIDE A COPY OF THE CONTRACTOR NOI FOR PSLs ON THE ROW TO THE ENGINEER(TO THE APPROPRIATE MS4 OPERATOR WHEN ON AN OFF-STATE SYSTEM ROUTE).

ITEM 5010 - CONSTRUCTION EXITS

THE CONSTRUCTION EXITS SHALL BE PLACED AS SHOWN ON THE PLANS AND REMOVED UPON COMPLETION, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ENSURE THE PROPER USAGE OF THESE EXITS, OR AS DIRECTED BY THE ENGINEER. ANY EXCESS TRACKING ONTO PUBLIC TRAVELWAYS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED SUBSIDIARY WORK TO THIS ITEM.

ITEM 5249 - TEMPORARY SEDIMENT CONTROL FENCE

SILT FENCES SHALL BE PLACED AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE QUANTITIES SHOWN ON THE PLANS REPRESENT LINEAR FEET AND MAY BE ADJUSTED TO MATCH FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.

ALL SILT FENCE SHALL BE PAID-FOR AT THE TIME OF THEIR INITIAL PLACEMENT. ANY REQUIRED REPLACEMENT SHALL NOT BE A SUBSTITUTE FOR PROPER MAINTENANCE AND SHALL BE ALLOWED ONLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE RESPECTIVE "REMOVE AND REPLACE" BID ITEMS.

ALL SEDIMENT DEPOSIT REMOVAL AND STABILIZATION REQUIRED FOR THE VARIOUS SW3P ITEMS SHALL NOT BE PAID-FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS SW3P BID ITEMS.

ALL QUANTITIES ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD AS CONDITIONS DICTATE, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUATE AND PROPER PLACEMENT OF ALL SW3P MEASURES, THEIR REQUIRED MAINTENANCE AND ANY OTHER INCIDENTAL WORK REQUIRED AS PART OF THIS STORM WATER POLLUTION PREVENTION PLAN. ALL SUCH WORK SHALL BE ACCOMPLISHED TO ENSURE THE PREVENTION OF STORM WATER POLLUTION TO THE WATERS OF THE UNITED STATES AS PROVIDED-FOR IN THE PLANS, OR AS DIRECTED BY THE ENGINEER, AND SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

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THE SEDIMENTATION FENCES SHALL BE PAID-FOR AT THE TIME OF THEIR INITIAL PLACEMENT. PROVIDED FOR IN THE PLANS. ALL QUANTITIES ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD AS CONDITIONS DICTATE AS DIRECTED BY THE ENGINEER.

ITEM 5819 - SINGLE GUARDRAIL TERMINAL

ALL S.G.T.S SHALL HAVE AN OB-3F AS SHOWN ON THE STANDARDS D & OM (VIA)-98 AS DIRECTED BY THE ENGINEER, SUBSIDARY TO THIS ITEM.

ITEM 5519 - TRANSPORTABLE CELLULAR TELEPHONES

THE CONTRACTOR SHALL FURNISH 2 TRANSPORTABLE CELLULAR TELEPHONE (TCT) FOR THIS PROJECT.

THIS ITEM SHALL BE PAID-FOR ON A FORCE-ACCOUNT BASIS. THE CONTRACTOR SHALL SUBMIT THE INVOICE TO THE ENGINEER IN ACCORDANCE WITH ITEM 9.

ITEM 5880 – RIDE QUALITY FOR PAVEMENT SURFACES

SURFACE TEST TYPE “B” SHALL BE USED ON SH 20 (TEXAS AVENUE).

PAY ADJUSTMENT SCHEDULE 2 SHALL BE USED FOR THIS PROJECT.

A LOCALIZED ROUGHNESS PENALTY OF \$500.00 PER OCCURRENCE WILL BE ASSESSED DURING THIS PROJECT.